



NOTES:
1. Fender piles to be 90 ft. long & 12 in. dia. to be untreated
2. Continuous Pile Bulkhead to be Untreated Piling
3. Piling 3' apart & 12 in. dia. to be untreated
4. All other piling to be 12 in. dia. & 12 ft. long to be untreated
5. Existing piles in dock to be felled
6. All piles existing in dock to be felled
7. All piles existing in dock to be felled



APPROVED 6.20.47
Raymond E. Gaylord
THE COMMISSIONER OF PUBLIC DOCKS-ENGINEER

BEGINNING OF PART #2
SEE DWG. #7

REVISION	
1. CHANGED PILING FOR MARINE BULKHEADS 9-11	3-8-48
2. CHANGED SHEED LINE AND PILE	4-21-48
3. ADD. CONT. PILE BULKHEAD & TIMBER BULKH.	2/16/48
4. CHGD. PILES UNDER FIRE WALL AT SLIP END	4/7/47
5. ADD. NOTES & CHGD. NOTE NO.	6/21/47
6. MOVED PILES TO FIT NEW SHEED LINE	6/21/47
7. ALTERED EXPANSION JOINTS	

CITY OF PORTLAND, OREGON
COMMISSION OF PUBLIC DOCKS
ESTIMATE No. 108 No. 219-A CONTRACT No. 219
TITLE **SCHEME #1**
PILING LAYOUT
LUMBER DOCK-TERM. #1
DATE APR. 3, 1947
DRAWN BY *GAYLORD*
CHECKED BY *GAYLORD*
Sheet No. 6 of 6
DATE BY

May 6, 1947.

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Mr. G. F. Ashby, President
Union Pacific Railroad Company
Omaha, Nebraska

RE: Union Pacific Easement at Pier #5
Terminal No. 4, Portland, Oregon.

Dear Mr. Ashby:

Some years ago this Commission purchased a small parcel of property at the above terminal from the OVR&N Railroad and under the deed there were certain rights or easements retained by the seller and its successors. Your company has succeeded to such reserved rights. This property which we purchased had a river frontage of approximately 200 feet in length and now comprises a portion of our dock structure which is known as Pier #5. This dock is designed for, and used primarily for, the handling of bulk commodities. The easement reserved the right for the seller and its successors to moor a vessel in front of the granted premises and to connect with the pipe line in the discharging of all oil cargo from such vessel to tanks of the railroad located eastward.

Activity at this dock during the last year has clearly demonstrated that both our operations and your operations in connection with such tankers are handicapped by this so-called joint user resulting from the above easement. In view of this situation, we contacted your officials in Portland, Oregon in September, 1946, bringing to their attention the difficulty being experienced by this so-called joint user and suggesting that a remedy be found to correct it. Subsequent meetings were held with your local officials at which time the matter was thoroughly discussed and possible solutions were probed. As a consequence of these meetings, we addressed a communication to your company, addressed to the attention of Mr. E. A. Collins, General Manager Northwestern Division, Portland, Oregon, under date of November 29, 1946, specifically outlining our suggestion and offer as a solution to the problem. We have from time to time been led to believe that a determination would be made of the matter promptly. In March of this year we again met with your local officials and further discussed

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the matter and were advised that we would obtain a definite answer from your company by not later than April 15, 1947. The matter still pends without any certainty of an early determination.

The heavy movement of bulk commodities over the above pier definitely makes it impossible for us to conduct our operations at this pier and at the same time accommodate oil tankers that are discharging oil at the pier. In addition, to the bulk movement that we have, and expect to enjoy in the future, we have every hope and anticipation of handling a large movement of bulk phosphates over this pier. In order to accommodate these movements, we have recently completed a new bulk handling installation at a cost of approximately \$130,000.00. This installation was made in anticipation of correcting the difficulties and obstacles to our operations resulting from the above easement. The bulk commodities which will use these facilities are transported by your line. Accordingly, your company should have a deep interest in the problem aside from your tanker operation.

In the past in recognizing your easement we have, in a spirit of cooperation, extended you rights and privileges beyond those to which your company was entitled. We have been hopeful of receiving from your company a reciprocal cooperation and particularly reciprocal cooperation in the immediate problem and in ascertaining the solution to it. We, frankly, are somewhat at a loss to understand why this matter has been permitted to lag, especially as it has so much of mutual interest to both of us. We respectfully request that an early conclusion be reached in its disposal.

Very truly,

THE COMMISSION OF PUBLIC DOCKS

By _____
George D. LeRoche
General Manager

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